Withdrawal of IPKF from Sri Lanka

2310. SHRI S. S. AHLUWALIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any suggestions have been received by Government for the withdrawal of IPKF from Sri Lanka;

(b) if so, from which sources such suggestions have been received; and

(c) what is Government's reaction in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) Yes, Sir. Such suggestion have come from, *inter alia* extremist elements in Sri Lanka, LTTE sympathisers in Sri Lanka and elsewhere and political personalities and organisations in Sri Lanka and India.

(c) Government have taken note of these suggestions. The IPKF has been sent to Sri Lanka at the invitation of the Sri Lanka Government to assist in the implementation of the Indo-Sri Lanka Agreement and to ensure the safety and security of all communities in the North-Eastern Province of Sri Lanka. The duration of IPKF's stay in Sri Lanka has to be seen in this perspective.

Problems of DTC commuters

2311. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have studied the growing problems of Delhi commuters arising due to the unbated rude behaviour of the drivers and conductors of private buses running on DTC routes, overloading and non-stoppage of buses at proper stops, continuous running of dilapidated and uncleaned buses and teasing and molestation of women passengers, etc.; and

(b) if so, what measures are contemplated by Government to improve the situation and to put an end to the growing menace?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) In order to ensure that the commuters are not put to difficulties and to improve the operations of services by privately operated buses on DTC routes, the steps taken by DTC on continuing basis, include engagement of only the roadworthy buses, strict adherence to maintenance and inspection schedules, setting up of complaint-receiving centres at regional headquarters and other important places for quick follow-up action and strengthening of on-line checking by traffic supervisory staff and strict action against the defaulters.

Anticipated growth rate of Indian Airlines domestic and tourist air traffic

2312. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the annual growth rate of the Indian Airlines domestic and tourists air traffic, the existing growth anticipated by 1990-91;

(b) what is the number of aircrafts proposed to be acquired by 1990-91 to meet the demand and what is the expenditure involved;

(c) what is the number of aircraft, out of the existing fleet, which require replacement, the number of planes which are actually in opeation at a time and those which are grounded for want of repairs etc; and

(d) what are the details of the plans, if any, drawn by Government for the procurement of aircraft in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The actual annual

growth rate of domestic and tourist air traffic of Indian Airlines during 1985-86 to 1987-88 and that projected during 1988-89 and 1990-91 is as follows:—

Year	Growth rate (%)
1985-86	9.9
1986-87	9.5
1987-88	7.8
1988-89	7.7
1990-91	10.1

(b) Indian Airlines has placed an order for 19 Airbus A-320 aircraft for delivery during 1989-90 at a project cost of Rs. 1238.37 crores. Indian Airlines has also placed a letter of intent for purchase of 12 more A-320 aircraft for delivery during 1990-91. This has not been converted into a firm order as yet.

	Aircraft Type	No. of aircraft	Aircraft normally scheduled for operation	No. of aircraft under regular maintenance	
	Airbus	11	9	2+1	2 for regular maintenance and one for two days a week.
	Boeing 737	26	24	2+1	Two for regular maintenance and one for two days a week.
	HS-748	6	4	5	
	F-27 (Fokker friendship)	4*	1	1	
	TOTAL :	47	38	7+2	aircraft two days a week

*Two aircraft are on lease to coastguard.

All aircraft in Indian Airlines fleet are at present airworthy and do not need to be replaced. The aircraft are phased out from time to time, when they have become unserviceable.

(d) Taking into consideration the requirements of all sectors of the economy, the Planning Commission has placed certain ceilings on the growth of air traffic. Indian Airlines plans to induct aircraft to cater to the traffic growth upto the celings laid down by the Planning Commission.

Bird hit accidents to the flying aircraft

2313. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that since the beginning of 1988, the incidents of bird hits at various airports in the country have been on the increase;

(b) if so, what is the number of Indian Airlines planes damaged due to bird hits since the beginning of the year, till date, and what is the expenditure incurred so far or the repair of the damaged aircraft;

(c) what is the progressive percentage of increase in the bird hit cases at the airports and which of the airports in the country are more prone to such incidents; and

(d) what measures have been taken by Government so far, to check such incidents and what results have been achieved?